Daily Astorian.

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PRAISE FOR AMERICAN TRAINING SHIPS.

Spain has attracted attention to our ships and system of training throughcongress to carry on the work of proprepared for the imperishable record it for which we are so much admired their undertakings on the water. The ent cruise of the United States Badger has again demonstrated the innate us precision of his young men he remains at sea or returns to shore by reading, is calculated to rouse at would be fatal to her best interests once the fervors of local pride and to be parsimonious in providing funds national patriotism. Among the many for carrying out similar good work testimonials to the new found excellence of our navy and its men none is T. H. Ismay, of the White Star line. mere gratifying that those received and others over here, as filling a longfrom England. We all known that British praise of our navy is as hearty as it is critical. The Liverpool Journal of Commerce of August 18 devotes a cussion of the United States navy and merchant marine. The article was inspired by the presence in Liverpool harbor of the United States training ship Saratoga. Among many other

The United States quite naturally desires to have a mercantile marine worthy of her vast resources. In the near future the great republic will doubtless find protected openings enough to insure a fair return for capital diverted from shore channels towards the ocean-carrying trade. As regards the war navy of our near kindred, the advance in recent years has simply been phenomenal. Students of the subject will do well to consult an article in Brassey's Annual written by Commander W. H. Beehler, U. S. N., which sets forth the exact strength of America's war fleets. Given sufficlent patriotism, to determine the flow of public money seaward, there is nothing very difficult in building a few score vessels which go to make up the most modern fleets. * * * Once upon a time the American sailing clipper was on every sea. She left little for ships of other nations, except what paid least. Over here we were hampered by unwise tonnage restrictions, whereas the hands of the American shipbuilder were absolutely unfettered. and his brain left unreservedly to devise models which embodied every element of nautical beauty while at the same time remarkably safe and swift without compare. British shipmasters of the China tea clipper era not infrequently had to suffer the mortification of seeing an American ship pass them under a towering spread of canvas, or to have to remain at other times in port unable to obtain freight worth acneither to old nor to proud to learn, health. Charles Rogers. Her mischievous tonnage laws were repealed, she copied the lines of the American clipper as they were revealed in dry dock at London, iron and steam rose above the horizon of progress. * * * Cuba, Porto Rico, Hawaii and the Philippines, will demand an addition to the merchant navy of the United States, in order to cope with the trade which will certainly be confined exclusively to carrying craft under the American flag. If the opening be good enough to attract American capital from rallway investments, mining, and similar channels, the requisite ships

built ships, or by inducing American uilders to produce the vessels firsthand. . . . America has long felt the necessity for attracting her youth into ships of the mercantile marine, where foreigners preponderate. As a means of supplying this demand the nation and some of the states comprised in the Union have combined forces. The United States navy department supplies ships to the principle cities that apply for them for the purpose of training lads of American birth for ships of the United States merchant navy. Patriotic citizens connected with the shipping industry along the Atlantic coast provide the funds for carrying on the good work. Massachusettes, New York, and Pennsylvania vie with each other under this head. One consequence has been that during the Spanish-American war the United States had a goodly contingent of volunteers who had been trained on board one or other of the three big sea-going mercantile marine training ships, the Enterprise, St. Mary's, and the Saratoga. . . A recent visit to the Saratoga, anchored at Southhampton after a rather rough passage across from Philadelphia, increases our admiration for the system. * * * Capzain W. J. Barnette, U. S. N., is to be congratulated upon the appearance of the good old ship herself, both below and aloft, also the 88 bright lads he has in training. Our premium apprentices do not have such advantages in many ways. On board of her an exto the patient and persistent efforts of cellent chronometer is always available to youngsters desirous of working out sights to the bitter end. Very seldom indeed does a British premium apprentice enjoy such a privilege and have its viding the new navy, that the great value impressed upon him by officers of mass of our own people were quite un- highest repute. Nearly every scheme brought forward for increasing the number of British born vouths on board our cargo carriers seems to be based upon the erroneous notion ships and copy our systems they can that no inducement is necessary to be held out to lads of respectable origin. United States authorities do not err in this way. They make a comfortable home for the lads on board the seasame kind of men. Somehow it seems going training ships, place over them natural for Americans to excel in all officers of the United States navy mindful of their reputation, and make every effort to retain the services of the graduates by compelling the mail boat under the American flag to carry qualities of our men in the science of a certain proportion thereof among oth navigation and gunnery. The their crews. Well fed, well taught, and their morals carefully looked after, every American lad who goes through two years' training on board such a ship will be of increased value tic entrance of the Columbia, and the to himself and to the nation, whether



nursuits as more congenial to his na-

ture. America is lavish in her expend-

iture for education of shorefolk; it

with sea-going training ships, which

have received the warm praise of Mr.

The door of health stands open to every woman who will cuter. All that she needs is the key and a little knowledge. The woman who will enter. All that she needs is the key and a little knowledge. The knowledge that she needs is concerning her pwn nature, her own physical make up and the principal cause of ill-bealth in women.

When a woman suffers from headaches and pains in the back and sides, and by ming and designing sensations and the weathers, nervousness and descondency that are citized by diseases peculiar to her sex, she cannot enjoy good general health. The key to the door of health—the cure for all disorders of this description—is Dr. Pierce's Favorite Prescription. It is a medicine specially devised for disorders of this nature and no other. It is the invention of an eminent and skillful specialist, Dr. R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo, N. Y. When a woman writes to Dr. Pierce she consults a physician who has practiced for thirty years right in one place, and who was some years ago honored by his own townspeople by an election to the National Congress. He will answer letters from women free of charge. All professional correspondence is regarded as sacredly confidential.

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